SCIP Project #8

APPLICATION FOR FINANCIAL ASSISTA

Revised 4/99 CB/IJ

IMPORTANT: Please consult the "Instructions for Completing the Project Application completion of this form.

SUBDIVISION: CITY OF SPRINGDALE **CODE#** 061-75104

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 08/18/05

CONTACT: WAYNE F. SHULER, P.E., P.S. **PHONE #** (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 **E-MAIL** Wshuler@cds-assoc.com

PROJECT NAME: SR 747 PAVEMENT REPLACEMENT

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $367,600.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 919,000.00 **FUNDING REQUESTED:** $ 367,600.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 367,600 **LOAN ASSISTANCE:** $_____

SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
X State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

OFFICE OF HEW BURLINGTON COUNTY ENGINEER
2005 SEP -9 AM 11:10

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 919,000.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ .00	
g.) TOTAL ESTIMATED COSTS:		$ 919,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 367,600.00	40%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2006)	$ 183,800.00	20%
	SUBTOTAL LOCAL RESOURCES:	$551,400.00	60%
d.)	OPWC Funds		
	1. Grant	$ 367,600.00	40%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 367,600.00	40%
e.)	TOTAL FINANCIAL RESOURCES:	$ 919,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: SR 747 PAVEMENT REPLACEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

SR 747 from eastbound I-275 off-ramp to westbound I-275 on-ramp, in the City of Springdale, Hamilton County, Ohio.

PROJECT ZIP CODE: 45246

B: PROJECT COMPONENTS:

Within the above noted limits the existing 9" original concrete pavement and the 2.5" asphalt overlay (including shoulder area) will be removed and replaced with the following pavement composition; 1-1/2" 446 surface course 1-3/4" 446 intermediate course, 9-1/2" 301 Bituminous Aggregate Base, 6" 304 Aggregate Base on a compacted subgrade. This is the same pavement composition that is being utilized on the S.R. 747 / CSX Railroad Grade Separation project, that is immediately north of the subject project. In addition the project will consist of replacing the underdrains along the project limits, replacing the concrete medians, replacing any traffic control devices and significant maintenance of traffic issues.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Overall pavement width, traveled edge to traveled edge, varies between 24.5' to 39.0'. The project area has a paved shoulder of approximately 3' width with side ditch drainage. The project area also has a center concrete raised median which varies in width from 2.5' to 10.0'.

At the south limit of the project there are three southbound lanes and two northbound lanes, and at the north limit of the project there are three southbound lanes, two northbound thru lanes and one northbound left turn lane.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 54,500 Year: 2003 Projected ADT: 71,100 Year: 2013

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 919,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ .00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	01 / 30 / 06	04 / 28 / 06
4.2	**Bid Advertisement and Award:**	06 / 05 / 06	07 / 19 / 06
4.3	**Construction:**	08 / 07/ 06	11 / 03 / 06
4.4	**Right-of-Way/Land Acquisition:**	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Mr. Cecil Osborn
City Administrator
City of Springdale
11700 Springfield Pike
City of Springdale, Ohio 45246
(513) 346-5700
(513) 346-5747

5.2 CHIEF FINANCIAL OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Mr. Ed Knox
Director of Finance
City of Springdale
11700 Springfield Pike
City of Springdale, Ohio 45246
(513) 346-5700
(513) 346-5747

5.3 PROJECT MANAGER
TITLE
STREET
CITY/ZIP
PHONE
FAX
E-MAIL

Mr. Wayne F. Shuler, P.E., P.S.
City Engineer
CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
(513) 791-1700
(513) 791-1936
Wshuler@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Cecil Osborn, City Administrator

Certifying Representative (Type or Print Name and Title)

9-8-05

Original Signature/Date Signed

CDS Associates, Inc.

Project: STATE ROUTE 747 PAVEMENT REPLACEMENT, PH I
City of Springdale, Ohio

DATE: August 9, 2005
Project No.: 2005001-020

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		MAINTENANCE OF TRAFFIC				
1	614E11000	MAINTAINING TRAFFIC	1	LS	$30,000.00	$30,000.00
2	614E21000	TEMPORARY CENTER LINE	0.27	MI	$445.00	$118.37
3	614E22001	TEMPORARY EDGE LINE	0.60	MI	$300.00	$178.50
4	614E26200	TEMPORARY STOP LINE	80.40	LF	$2.50	$201.00
5	614E24000	TEMPORARY DASHED LANE LINE	4,113.06	LF	$0.15	$616.96
		MOT SUBTOTAL				**$31,114.83**
		REMOVAL OF EXISTING PAVEMENT				
6	203E11000	PAVEMENT PLANING	5,865	SY	$2.00	$11,730.00
7	202E30600	CONCRETE MEDIAN REMOVED	199.00	SY	$8.00	$1,592.00
8	202E23900	CONCRETE BASE REMOVED	5,540	SY	$6.00	$33,240.00
9	203E1200	EXCAVAVTION NOT INCLUDING EMBANKMENT CONSTRUCTION	489.00	CY	$20.00	$9,780.00
		CONSTRUCTION/REPLACEMENT OF PAVEMENT SUBTOTAL				**$56,342.00**
		TEMPORARY PAVEMENT				
10	302E46000	245 MM BITUMINOUS AGGREGATE BASE, PG64-22	203	CY	$85.00	$17,263.50
11	203E50000	SUBGRADE COMPACTION	760.00	SY	$1.50	$1,140.00

CDS Associates, Inc.

Project: STATE ROUTE 747 PAVEMENT REPLACEMENT, PH I
City of Springdale, Ohio

DATE: August 9, 2005
Project No.: 2005001-020

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		TEMPORARY PAVEMENT SUBTOTAL				**$18,403.50**
		REPLACEMENT OF REMOVED PAVEMENT				
12	203E50000	SUBGRADE COMPACTION	5,865	SY	$1.50	$8,797.50
13	304E20001	150MM AGGREGATE BASE	1,032.00	CY	$35.00	$36,120.00
14	301E46010	240MM BITUMINOUS AGGREGATE BASE, PG64-22	1,651.00	CY	$80.00	$132,080.00
15	446E46040	45MM ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2,PG64-28	310.00	CY	$100.00	$31,000.00
16	446E50000	38MM ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, PG 70 22	261.00	CY	$150.00	$39,150.00
17	605E13410	6" UNCLASSIFIED PIPE UNDERDRAIN WITH FABRIC WRAP	1,495.00	LF	$12.00	$17,940.00
18	830E72000	CONCRETE ISLAND AS PER PLAN	307.00	SY	$50.00	$15,350.00
		REPLACEMENT SUBTOTAL				**$280,437.50**
		SUBTOTAL				**$386,297.83**
		+10% (+/-) CONTINGENCY				**$38,639.17**
		TOTAL (PHASE 1)				**$424,937.00**

CDS Associates, Inc.

Project: STATE ROUTE 747 PAVEMENT REPLACEMENT, PH II
City of Springdale, Ohio

DATE: August 9, 2005
Project No.: 2005001-020

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		MAINTENANCE OF TRAFFIC				
1	614E11000	MAINTAINING TRAFFIC	1	LS	$30,000.00	$30,000.00
2	614E21000	TEMPORARY CENTER LINE	0.430	MI	$445.00	$191.35
3	614E22001	TEMPORARY EDGE LINE	0.693	MI	$300.00	$207.90
4	614E26200	TEMPORARY STOP LINE	56	LF	$2.50	$139.25
5	614E24000	TEMPORARY DASHED LANE LINE	4,550.00	LF	$0.15	$682.50
		MOT SUBTOTAL				**$31,221.00**
		REMOVAL OF EXISTING PAVEMENT				
6	203E11000	PAVEMENT PLANING	5,872	SY	$2.00	$11,744.00
7	202E30600	CONCRETE MEDIAN REMOVED	305.00	SY	$8.00	$2,440.00
8	202E23900	CONCRETE BASE REMOVED	6,680	SY	$6.00	$40,080.00
9	203E1200	EXCAVAVTION NOT INCLUDING EMBANKMENT CONSTRUCTION	895.00	CY	$20.00	$17,900.00
		CONSTRUCTION/REPLACEMENT OF PAVEMENT SUBTOTAL				**$72,164.00**

CDS Associates, Inc.

Project: STATE ROUTE 747 PAVEMENT REPLACEMENT, PH II
City of Springdale, Ohio

DATE: August 9, 2005
Project No.: 2005001-020

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		TEMPORARY PAVEMENT				
10	302E46000	245 MM BITUMINOUS AGGREGATE BASE, PG64-22	410	CY	$85.00	$34,850.00
11	203E50000	SUBGRADE COMPACTION	1,531.20	SY	$1.50	$2,296.80
		TEMPORARY PAVEMENT SUBTOTAL				**$37,146.80**
		REPLACEMENT OF REMOVED PAVEMENT				
12	203E50000	SUBGRADE COMPACTION	5,795	SY	$1.50	$8,692.50
13	304E20001	150MM AGGREGATE BASE	963.00	CY	$35.00	$33,705.00
14	301E46010	240MM BITUMINOUS AGGREGATE BASE, PG64-22	1,541.00	CY	$80.00	$123,280.00
15	446E46040	45MM ASPHALT CONCRETE INTERMIDATE COURSE, TYPE 2,PG64-28	289.00	CY	$100.00	$28,900.00
16	446E50000	38MM ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, PG 70 22	244.00	CY	$150.00	$36,600.00
17	605E13410	6" UNCLASSIFIED PIPE UNDERDRAIN WITH FABRIC WRAP	1,495.00	LF	$12.00	$17,940.00
		REPLACEMENT SUBTOTAL				**$249,117.50**
		END OF PROJECT REPLACEMENTS				
19	203E1200	EXCAVATION OF TEMPORARY PAVEMENT	248.20	CY	$17.00	$4,219.40

CDS Associates, Inc.

Project: STATE ROUTE 747 PAVEMENT REPLACEMENT, PH II
City of Springdale, Ohio

DATE: August 9, 2005
Project No.: 2005001-020

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
20	203E50000	SUBGRADE COMPACTION	475.40	SY	$1.50	$713.10
21	830E72000	CONCRETE ISLAND AS PER PLAN	475.40	SY	$50.00	$23,770.00
22	653E10000	TOP SOIL FURNISHED AND PLACED	89.70	CY	$35.00	$3,139.50
23	659E10000	SEEDING AND MULCHING	300.00	SY	$1.25	$375.00
		END OF PROJECT SUBTOTAL				**$32,217.00**
		SUBTOTAL				**$421,866.30**
		+10% (+/-) CONTINGENCY				**$42,196.70**
		TOTAL (PHASE 2)				**$464,063.00**

CDS Associates, Inc.

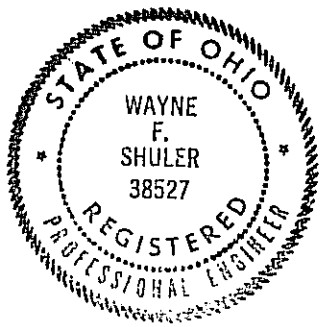
Project: STATE ROUTE 747 PAVEMENT REPLACEMENT
City of Springdale, Ohio

DATE: August 9, 2005
Project No.: 2005001-020

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		SUMMARY OF TOTALS				
		PHASE 1 TOTAL				$424,937.00
		PHASE 2 TOTAL				$464,063.00
		PAVEMENT MARKINGS				$30,000.00
		TOTAL				**$919,000.00**

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE SR747 IMPROVEMENTS IMPROVEMENTS WILL BE 20 YEARS FOR THE ROADWAY

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS



Wayne F. Shuler, P.E., P.S.
City Engineer

RESOLUTION NO. R 14 -2005

AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDS AND/OR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS, AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of Ohio Public Works Commission (OPWC) funds for 2006 (Round 20); and

WHEREAS, the City of Springdale will apply for funding under OPWC as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio

6 members elected thereto concurring:

Section 1. That the City Administrator is hereby authorized and directed to file application for Ohio Public Works Funding for 2006, for Local Transportation Improvement Program Funds and/or State Capital Improvement Program (SCIP) Funds

Section 2. That the Council of the City of Springdale does hereby endorse and support the application for OPWC funds for infrastructure repairs and improvements as follows:

1. SR 747 at I-275 Pavement Replacement Project.
2. Northland Boulevard Repair and Resurfacing Project.

Section 3. That if OPWC funds are awarded, the Mayor and Clerk of Council/Finance Director are authorized to execute all contracts and other documents implementing said program.

Section 4. That the City of Springdale hereby requests the Ohio Public Works Commission (OPWC) to consider and fund this application.

Section 5. That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

Dated this 17 day of August, 2005.

Kathy McKee
President of Council

Attest:

Kathy McKee
Acting Clerk of Council/Finance Director

Approved:

City of Springdale

DOYLE H. WEBSTER
Mayor

CECIL W. OSBORN
City Administrator

EDWARD F. KNOX
Clerk of Council / Finance Director

CERTIFICATION OF FUNDS

In regard to the **SR 747 Pavement Replacement** project, the City of Springdale has submitted for $183,800.00 in MRF funds, see attached application. This combination between the 20% MRF funds and 40% ($367,600.00) local funds will compose the 60% local match for this project.

I hereby certify that upon award of the Municipal Road Funds, which were applied for in August of 2005, the City will utilize the $183,800.00 of Municipal Road Fund dollars in combination with the $367,600.00 local dollars to total $551,400.00, i.e., the 60% local match for this project.

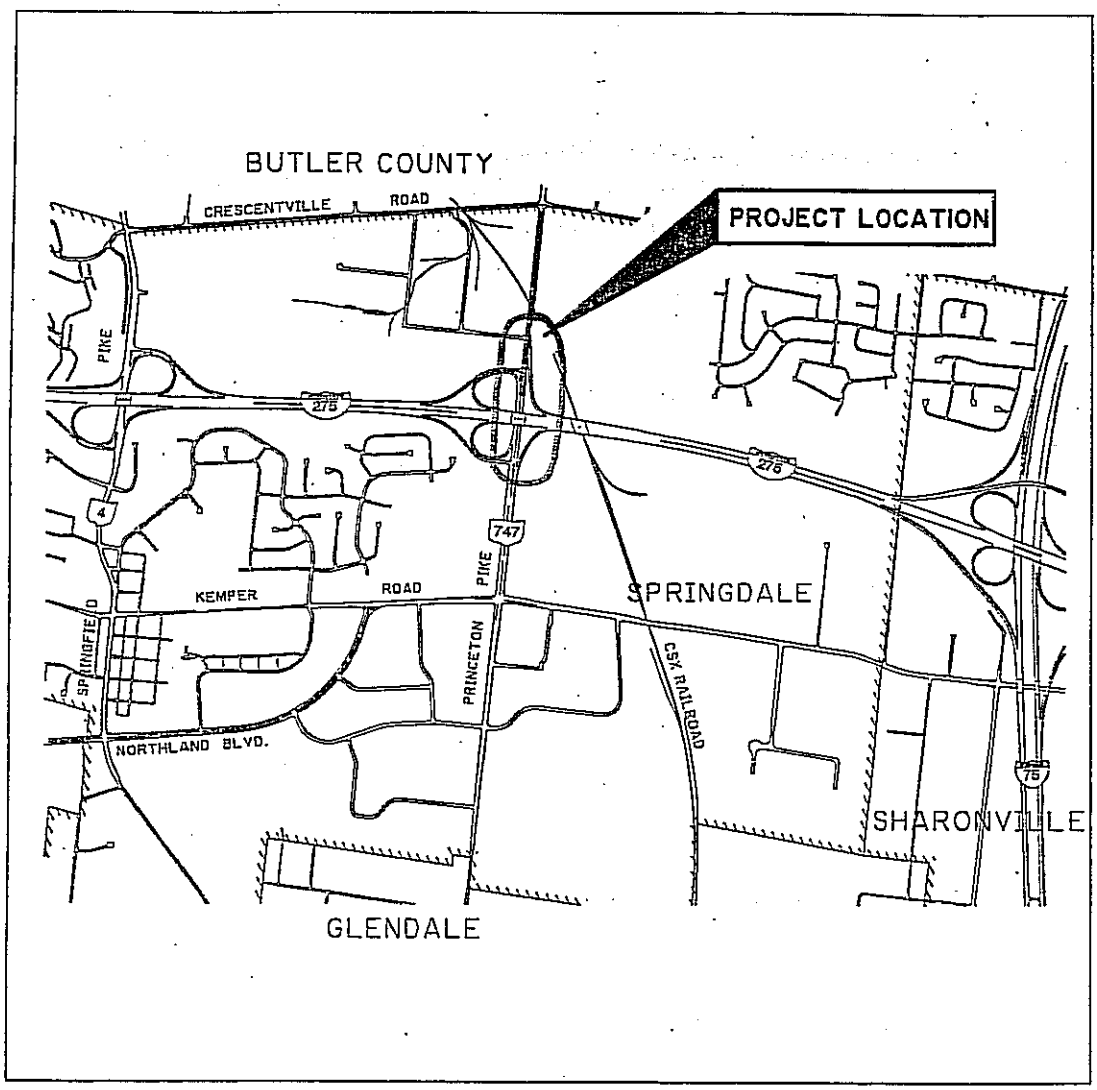
9-9-05

Edward Knox, Finance Director **Date**

11700 Springfield Pike • Springdale, Ohio 45246 • (513) 346-5700 • Fax (513) 346-5745

State Route 747 Pavement Replacement

VICINITY MAP



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engineers
architects
planners
surveyors

CDS Associates, Inc.
www.cds-assoc.com

11120 Kenwood Road
Cincinnati, Ohio 45242-1818
513.791.1700
513.791.1936 FAX

7000 Dixie Highway
Florence, Kentucky 41042
859.525.0544
859.525.0561 FAX

HAMILTON COUNTY ENGINEER'S OFFICE

PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2006

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a Registered Engineer of the Municipality's choosing shall prepare the application cost estimate. **Submit by 4:00 p.m., August 31, 2005.**

(1) Municipality City of Springdale

(2) Road Name Northland Boulevard

(3) Project Limits From start of road at Kemper Road to approximately 600' west of SR 4.
(Please give a "from - to" limit if possible).

(4) Project Priority (2)

(5) Present Roadway Data: (Answer all that apply)

(a) Pav't. Width 48' (b) R/W Width 100' (c) Curb Type Rolled & Vertical

(d) Type Surface Asphalt (e) Type Base Concrete (f) Shldr. Type N/A

(g) Shldr. Width 0' (h) Year Last Resurfaced 1990

(6) **Present condition of project area: List deficiencies and reasons for improvement.**

The pavement has experienced deterioration of the joints in the original concrete pavement, which has caused serious issues with the condition of the asphalt pavement above. Corrugations and random cracking at these joints have created a poor riding surface. There is also rutting and settlements that have an effect of rideability. Raveling, potholes, and de-bonding are also noted throughout the limits of the project. The subject road was last resurfaced in 1990.

In addition, the eastbound and westbound left turn lanes at the SR 4 Intersection are insufficient in length and traffic queues out into the through lanes negatively affecting the capacity of the intersection, and also contributing to the number of accidents at the intersection.

(7) **Project description or statement of work to be done: Include width and type of new pavement and other project particulars.**

The work shall include spot curb repair, partial and full depth joint repair, full width grinding and resurfacing, and extension of the eastbound and westbound left turn lanes at State Route 4. The existing pavement is 24' (face of curb – face of curb) in both directions, with an addition 12' at turn lanes, and is mostly rolled curb and gutter, with a small amount of vertical curb. The proposed roadway work will provide a better driving service, which should add a safety factor and reduce accidents. The lengthening of the left turn lanes will also eliminate left turn traffic from queuing into the thru lanes on Northland Blvd. during peak hours, and should also reduce accidents.

(8) Traffic Data: (a) Present Volume 18,126 (b) Date of Count 7/12/05

(9) Cost Estimate:
When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$	N/A
(b) Preparation of final plans & estimates, etc.	$	N/A
(c) Construction Cost Estimate	$	676,000.00
(d) Other Costs (Specify)	$	N/A
TOTAL AMOUNT OF MRF FUNDS APPLIED FOR =	$	135,200.00

(10) Estimated date construction can be started after approval July 31, 2006

(11) Estimated date construction can be started If not funded 100% from MRF unknown.

(12) Are the MRF funds to be used as matching funds for SCIP / LTIP? Yes x No ____
If yes, what percentage of the project cost? 20%

(13) Cost Estimate Prepared By: CDS Associates, Inc. Date: August 16, 2005

(14) Application Prepared By: _____ Date: August 16, 2005
(Signature)

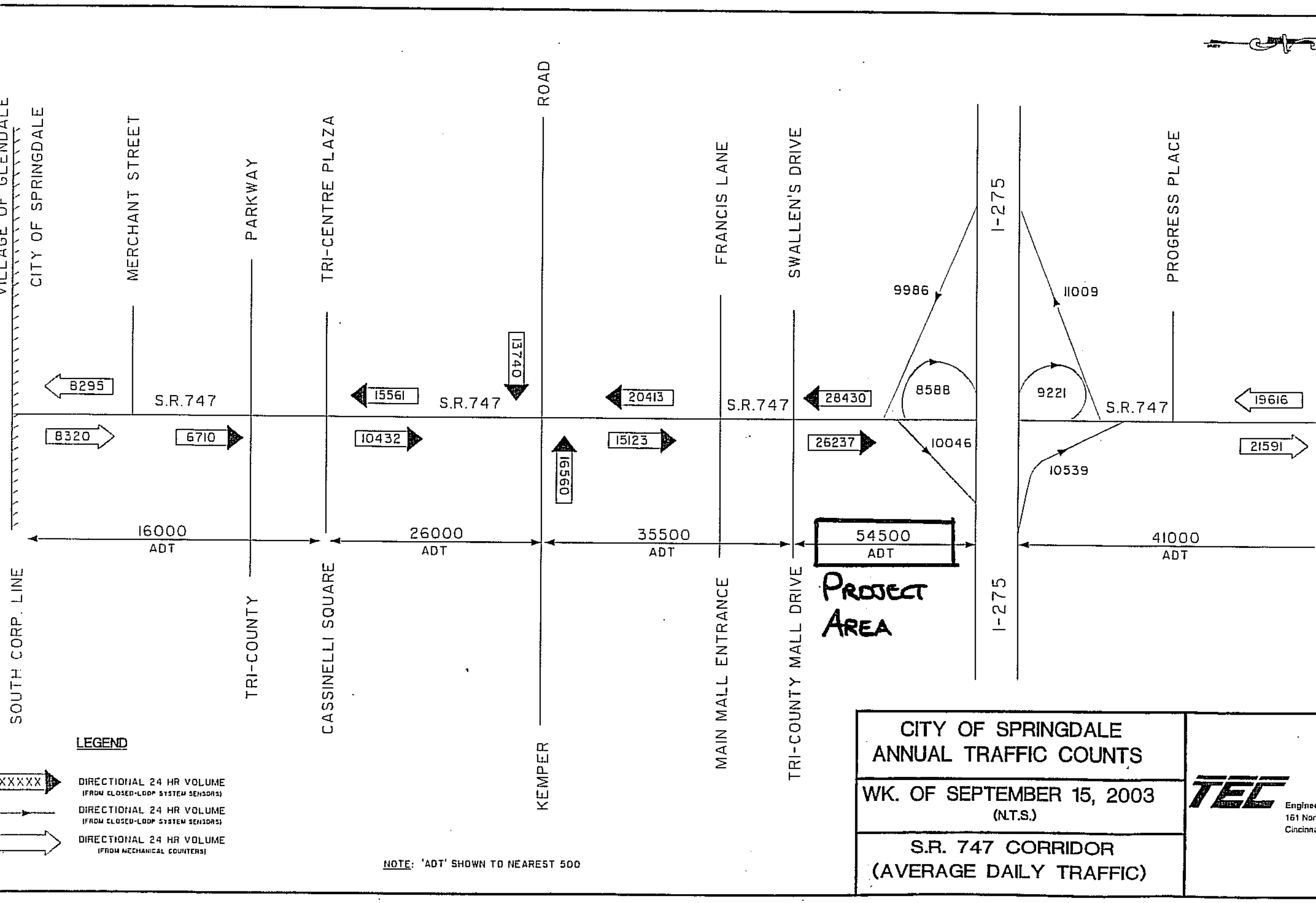
Make copies of this form as needed.
2006 MRF FORM

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by a computerized traffic control system count taken at the location and date noted on the traffic count printout.

Wayne S Shuler 9/6/05

Wayne F. Shuler, P.E., P.S. Date
City Engineer


VILLAGE OF GLENDALE
CITY OF SPRINGDALE
SOUTH CORP. LINE
MERCHANT STREET
PARKWAY
TRI-COUNTY
TRI-CENTRE PLAZA
CASSINELLI SQUARE
ROAD
KEMPER
FRANCIS LANE
MAIN MALL ENTRANCE
SWALLEN'S DRIVE
TRI-COUNTY MALL DRIVE
PROGRESS PLACE
I-275
I-275
S.R.747
S.R.747
S.R.747
S.R.747
8295
8320
6710
15561
10432
13740
16560
20413
15123
28430
26237
9986
8588
10046
11009
9221
10539
19616
21591
16000
ADT
26000
ADT
35500
ADT
54500
ADT
41000
ADT
PROJECT AREA
LEGEND
XXXXX DIRECTIONAL 24 HR VOLUME (FROM CLOSED-LOOP SYSTEM SENSORS)
DIRECTIONAL 24 HR VOLUME (FROM CLOSED-LOOP SYSTEM SENSORS)
DIRECTIONAL 24 HR VOLUME (FROM MECHANICAL COUNTERS)
NOTE: 'ADT' SHOWN TO NEAREST 500
CITY OF SPRINGDALE
ANNUAL TRAFFIC COUNTS
WK. OF SEPTEMBER 15, 2003
(N.T.S.)
S.R. 747 CORRIDOR
(AVERAGE DAILY TRAFFIC)
TEC
Enginee
161 Nor
Cincinna

Section: SR 747 @ I-275

KEY

Date: 6/30/05

Log Mile: _____ to _____

COMPOSITE PAVEMENT CONDITION

Rated by: Mike Pope

Sta: _____ to _____

RATING FORM

DISTRESS	Distress Weight	SEVERITY*			EXTENT**			STR ***
		L	M	H	O	F	E	
RAVELING	10	Slight Loss of Sand	Open Texture	Rough or Pitted	<20%	20-50%	>50%	
BLEEDING	5	not rated	Bitumen & Agg. Visible	Black Surface	<10%	10-30%	>30%	
PATCHING	5	<1 ft^2	<1 yd^2	>1 yd^2	<10/mile	10-20/mile	>20/mile	
SURFACE DISINTEGRATION/ DEBONDING	5	depth <1" area <1 yd^2	<1", >1 yd^2 >1",<1 yd^2	>1" and >1 yd^2	<5/mile	5-10/mile	>10/mile	
RUTTING	10	<1/4"	1/4-1"	>1"	<20%	20-50%	>50%	
CORRUGATIONS	5	Noticeable effect on ride	Some Discomfort	Poor Ride	<10%	10-30%	>30%	
PUMPING	10	Slight Staining		excessive staining, fault	<10%	10-25%	>25%	✔
SHATTERED SLAB X	10	Little Spall, No Faults	Some Spall. Moderate Faults	Severe Distortion, Poor Ride	<2/mi	2-5/mi	>5/mi	✔
SETTLEMENTS	5	Noticeable effect on ride	Some Discomfort	Poor Ride	<2/mi	2-4/mi	>4/mi	
TRANSVERSE CRACKS, UNJOINTED BASE X	20	<1/4", no spalling	1/4 - 1", >.5 spalled	>1", >.5 spalled	CS>15'	10'<CS<15'	CS<10'	✔
JOINT REFLECTION CRACKS, JOINTED BASE	12	<1/4", no spalling	1/4 - 1", >.5 spalled	>1", >.5 spalled	<20%	20-50%	>50%	✔
INTERMEDIATE TRANSVERSE CRACKS, JOINTED BASE X	8	<1/4", no spalling	1/4 - 1", >.5 spalled	>1", >.5 spalled	CS>15'	10'<CS<15'	CS<10'	✔
Longitudinal Cracking	5	<1/4", no spalling	1/4 - 1", >.5 spalled	>1", >.5 spalled	<50' per 100'	50 -150' per 100'	>150' per 100'	✔
Pressure Damage/ Upheaval	5	bump <½", Good Ride	½-1", Fair Ride	>1", Poor Ride	<20%	20-50%	>50%	
Crack Sealing Deficiency	5	Not considered			<20%	20-50%	>50%	

*L = LOW
M = MEDIUM
H = HIGH

**O = OCCASIONAL
F = FREQUENT
E = EXTENSIVE

***STR = DISTRESS INCLUDED IN STRUCTURAL DEDUCT CALCULATIONS.

Section: SR 747@I-275

Log mile: _____ to _____

Sta: _____ to _____

COMPOSITE

Date: 6/30/05

Rated by: Mike Pope

PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***
		L	M	H	O	F	E	
RAVELING	10	0.3	(0.6)	1	(0.5)	0.8	1	3.00
BLEEDING	5	(0.8)	0.8	1	(0.6)	0.9	1	2.40
PATCHING	5	0.3	0.6	(1)	0.6	0.8	(1)	5.00
SURFACE DISINTEGRATION or DEBONDING	5	(0.3)	0.6	1	0.6	(0.8)	1	1.20
RUTTING	10	0.3	0.7	(1)	0.6	0.8	(1)	10.00
CORRUGATIONS	5	(0.4)	0.8	1	0.5	(0.8)	1	1.60
PUMPING	10	(0.7)	0.7	1	(0.3)	0.7	1 ✓	2.10
SHATTERED SLAB	10	0.6	0.8	1	0.7	0.9	1 ✓	0
SETTLEMENTS	5	0.4	(0.7)	1	0.6	(0.8)	1	2.80
TRANSVERSE CRACKS, UNJOINTED BASE	20	0.2	0.6	1	0.4	0.8	1 ✓	0
JOINT REFLECTION CRACKS, JOINTED BASE	12	0.2	0.6	(1)	0.4	(0.8)	1 ✓	9.60
INTERMEDIATE TRANSVERSE CRACKS, JOINTED BASE	8	0.2	0.6	1	0.4	0.8	1 ✓	0
LONGITUDINAL CRACKING	5	0.2	0.6	(1)	0.4	(0.8)	1 ✓	4.00
PRESSURE DAMAGE/UPHEAVAL	5	0.4	(0.6)	1	(0.5)	0.8	1	1.50
CRACK SEALING DEFICIENCY	5	1	1	1	0.5	(0.8)	1	4.00

*L = LOW **O = OCCASIONAL

M = MEDIUM F = FREQUENT

H = HIGH E = EXTENSIVE

TOTAL DEDUCT = 47.20

SUM OF STRUCTURAL DEDUCT (✓) = 15.70

100 - TOTAL DEDUCT = PCR = 52.80

*** DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

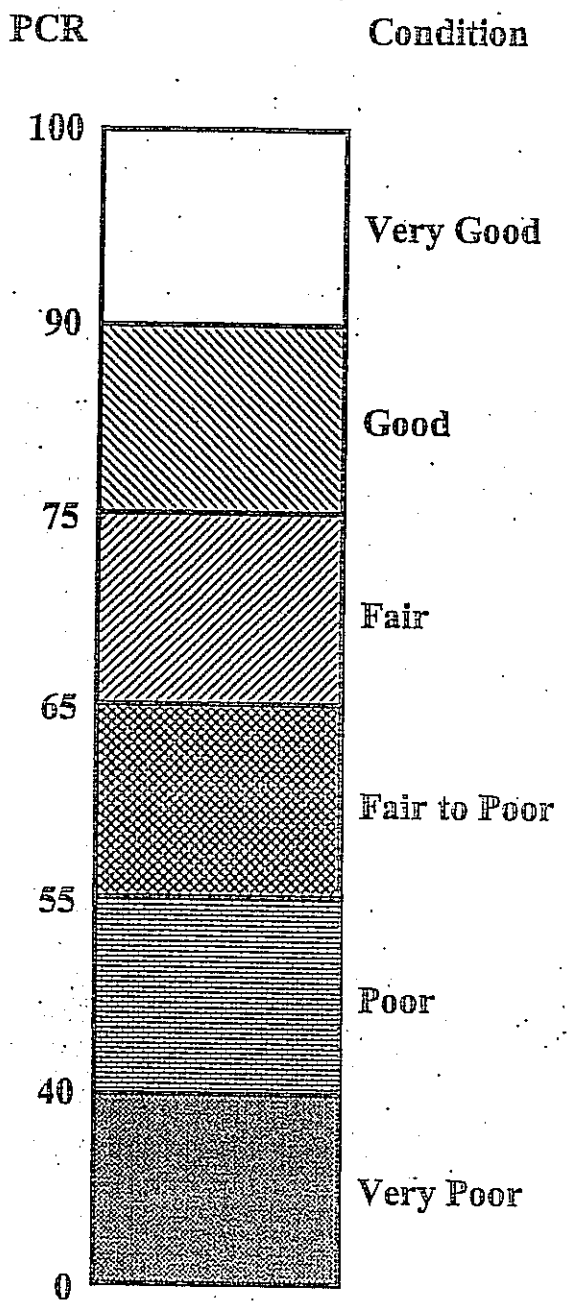


Figure 1. Pavement Condition Rating (PCR) Scale

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES ___X___ NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The original 9" concrete pavement for S.R. 747 was constructed in 1960 as part of the I-275 construction. Subsequently the roadway was surfaced with asphalt in the mid 70's and planed and resurfaced with 2.5" of asphalt in 1993. However, as these projects were performed by ODOT no joint repair / base repair was performed. This lack of base repair combined with the high truck volume and slight longitudinal slope (which cause water to pond on the roadway) has lead to a large percentage of base failure in this area. The pavement condition in general is poor within this area (see attached pavement rating form), and the City has been forced to perform stop gap repairs to provide a safe roadway. Pavement cores which were obtained August 9, 2005 show that three out of four cores taken have a concrete base that disintegrated during the coring, see attached report.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

In particular during the winter months, during freeze and thaw periods, significant potholes open up in the subject pavement, these have resulted in several claims of vehicular damage. In addition the rutting problem makes it extremely difficult to plow the road in this area in a complete manner. A layer of snow/ice remains in the rutted area posing a safety problem, which is significantly compounded by the large traffic numbers and high level of trucks, approximately 12%. The Springdale Fire and Police Department are located near SR 4 approximately ¼ mile north of Kemper Road. In order to service the north eastern segment of the City, the normal route for emergency vehicles involves the subject location of SR 747. This necessary utilization of SR 747 is one of the issues that lead the City to pursue the $13 million SR 747 Grade Separation project. As the Grade Separation project will reach its completion late 2006, it is imperative that a safe pavement condition be achieved along SR 747 in the interchange area of I-275, such that a safe, efficient arterial is available for emergency vehicles.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 SR 747 Pavement Replacement

Priority 2 Northland Boulevard Rehabilitation

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Springdale / Tri-County area retail district consists of approximately 4,500,000 SF of retail space. This represents the largest concentration of retailers in the Greater Cincinnati area, and SR 747 is the vehicular entryway for the majority of this retail area. Springdale is in the process of having prepared a retail district revitalization plan and expects this to be finalized early in 2006, and this will consist of improvements in traffic flow, streetscape enhancements and specific improvements to the retail district to better meet today's retail needs. Springdale has already implemented many of the roadway improvements associated with serving the retail area, including Kemper Road Phase 3 (construction in 2006 at approximately $2.2 million) and the SR 747 Grade Separation project (construction to be completed late 2006 with a total cost of approximately $13 million). In order to continue to support a strong retail area, which contributes approximately $29,000,000 in sale tax dollars each year, the replacement of the badly deteriorated SR 747 pavement is essential.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF funding - 20% ($183,800.00)

City funding - 40% (367,600.00)

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious capacity problems (be specific).

N/A

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months ½ month

a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? (see attached Schedule) Yes _____ No x N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 3 Months.

11) Does the infrastructure have regional impact?
Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

S.R. 747 is a north-south arterial that connects with the following east-west arterials:. Crescentville Road, Kemper Road, and S.R. 4. S.R. 747 not only connects I-275 traffic to the Springdale commercial area, but it also is the arterial which accesses the rapidly growing Butler County / West Chester area. S.R. 747 is an arterial that is used heavily by both the City of Springdale and West Chester, that a combined total in population is 68,639.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes_____ No_____ N/A__x____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 54,500 x 1.20 = 65,400 Users

Water / Sewer: Homes_____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply).

Operational $5.00 License Tax	YES	Specify type	Permissive Motor Vehicle License Fee
Infrastructure Levy		Specify type	
Facility Users Fee		Specify type	
Dedicated Tax		Specify type	
Other Fee, Levy or Tax		Specify type	

City of Springdale
Public Works Department

DOYLE H. WEBSTER
Mayor

DAVID F. BUTSCH
Superintendent of Public Works

CECIL W. OSBORN
City Administrator

September 6, 2005

Mr. William H. Brayshaw, P.E., P.S.
Hamilton County Engineer
10480 Burlington Road
Cincinnati, Ohio 45231

RE: Round 20 SCIP Funding Application
SR 747 Pavement Replacement
2005001-020

Dear Mr. Brayshaw,

The original 9" concrete pavement of SR 747 was constructed in 1960. This has subsequently been resurfaced with asphalt twice, the most recent being in 1993. This overlay work has taken place through ODOT and consequently no joint repair or other full depth repair of the original concrete pavement has taken place.

Therefore, now that the original concrete pavement is approximately 40 years old, it has experienced significant deterioration in the vicinity of the I-275 interchange, and in some places it is essentially gravel. As a result of this deterioration, many areas of the roadway have totally failed and due to the number of these problem areas, the City has been forced to complete a yearly series of temporary fixes to keep the roadway operable during the winter months. These temporary fixes are as follows in a chronological order:

1. (1998) Full depth pavement repair on the southbound lanes from Progress Place to the eastbound exit ramp of I-275 ($9,990).

2. (1999) Grinding, SAMI and overlay of selected lanes in both the southbound and northbound sides ($44,474).

3. (2000) Full depth pavement repairs on both the northbound and southbound lanes between the westbound entrance ramp to I-275 and the eastbound exit ramp ($14,880).

4. (2001) Full depth pavement repairs ($21,000).

5. (2003) Partial depth and full depth repairs (approximately $8,500).

6. During the past few years, in addition to the full depth repair, City forces have applied more than 50 tons of cold patch to keep SR 747 passable.

7. In between major patching to the roadway surface we have provided extensive crack sealing in this area in order to hold the roadway surface together.

We anticipate continual work on this area every year until such time as we are able to replace the entire pavement section in the interchange area.

Sincerely,

CITY OF SPRINGDALE

David Butsch
Public Works Superintendent

DS:lw
GW: 2005001-020 2005_09_06 Brayshaw (SR 747 Pavement Replacement SCIP)

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: SPRINGDALE

NAME OF PROJECT: SR 747

RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed SHOVING & RUTTING ARE
23 - Critical
20 - Very Poor DETERMINING FACTORS,
(17) Poor SURFACE TIGHT, BUT STRUCTURE
15 - Moderately Poor
10 - Moderately Fair OF ROAD IN CAKING
5 - Fair Condition
0 - Good or Better

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 2 – Safety
The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 No measurable impact

Appeal Score _____

Criterion 3 – Health
The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 First priority project
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing
The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5). To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds – LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99% List total percentage of "Local" funds 50 %
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 - Less than 10%

Criterion 7 Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER List total percentage of "Other" funds 20 %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
(4) – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

MRF	20 %
	%
	%
	%
	%

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
(2) - Project design is for no increase in capacity.

Appeal Score _____

Criterion 9 – Alleviate Capacity Problems
The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:
Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

5 - Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

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Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score
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Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

Appeal Score
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Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

(5) Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score
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Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.